

THE NEWS.

The Executive committee of the National Republican League will meet in Washington December 12 to fix upon the time and place for the convention of 1900.

Twenty-five hundred Chicago members of the Knights and Ladies of Honor have severed from that organization because of dissatisfaction with its management.

In a fight between Captain Elbridge Belfast and Captain Daily on a boat at Belfast, Me., both went overboard, and Belfast was drowned.

It is reported that if the vote of Louisville is thrown out Governor Beahm, of Kentucky, will refuse to recognize Goebel as his successor.

A German grain dealer has bought several hundred thousand dollars' worth of Southwestern wheat for shipment to Europe.

Chicago engineers are designing the \$3,000,000 earthquake-proof steel palace for the Crown Prince of Japan.

Dr. L. Moody, the evangelist, arrived at his home in Massachusetts, and his condition has improved.

The Household Economics Association was established in New York, to furnish servants by the hour.

Eugene Debs predicts that a general union of railway employes will be effected sooner or later.

The newly remodelled Christian Church was dedicated at Fredericksburg, Va.

Even Adams, an unsuccessful writer, died in New York from starvation.

An effort will be made to have Moore, charged with embezzling from a bank at Boston, and now in Santiago, Chile, extradited.

The President has decided to make no recommendations to Congress about the franchise in Cuba.

Rear Admiral Schley was given a dinner by the Clover Club, in Philadelphia, prior to his departure as commander of the South Atlantic squadron. Among other guests were Captain Clark, formerly of the battleship Oregon, and General Fitzhugh Lee.

The pilot of the ferryboat Chicago, which collided with the steamer City of Augusta at New York on October 11, had his license suspended for six months.

The steamer Conestoga sank at her pier at Chicago, after a race for life. She had a hole punched into her bow a mile and a half out in the lake.

The Pennsylvania council of the Junior Order of American Mechanics, who were suspended by the national council for rebellion, have obtained a hearing.

The Ross House, at Ridgeway, Pa., was burned, the fire being caused by the explosion of natural gas.

Congressman Evan E. Settle, of the Seventy Kentucky district, died suddenly of heart disease.

The Virginia Court of Appeals has decided that the land-grabbers' act is constitutional.

The Secretary of the Treasury has announced that he will pay \$25,000,000 of the United States five-per-cent. bonds of 1904 and four-per-cent. bonds of 1897 at any subscription.

Charles B. and Albert O. McLain were arrested in Chicago on the charge of fraudulent use of the mails in running a bucket-shop. They are reported to have made over \$500,000 in two years.

In the case of the assignment of the Plankinton Bank, in Milwaukee, the court ordered the settlement of debts aggregating \$900,483 for \$11,884.

A wreck on the Norfolk and Western Railroad occurred at Riverton, Va., by which two brakemen and an unknown negro were killed.

Professor Worcester made a strong argument in Chicago in defense of the administration's policy in the Philippines.

The crew of the Gloucester fishing schooner Ethel D. Jacobs, wrecked off the Irish coast, were brought to Boston.

Judge Reagan and John J. Hyland discussed the subject of railroad regulation before the Industrial Commission.

Police of other cities are anxious to secure the New York swindlers who are charged with extensive operations.

The Supreme Court of Tennessee decided that the anti-cigarette law passed by the legislature was valid.

Admiral Schley, who is about to assume command of the South Atlantic Squadron, called at the Navy Department, and had a long conference with Acting Secretary Allen concerning the character of the service on which he is about to embark.

Four men were arrested in New York and one in Pittsburgh, whom the New York police say have been implicated in a number of swindling schemes upon banks, hotels and trust companies in different parts of the country.

The broom manufacturers met in Chicago to take steps for protecting themselves against the increased price for broom corn. The result will be an advance in the prices of brooms.

President Cassatt, the board of directors and the department heads of the Pennsylvania Railroad inspected terminal facilities at Norfolk. They will go to North Carolina.

Business men of Newport News, Va., are making an effort to secure from Congress an appropriation to dredge the channel over Newport News middle ground bar.

James Monroe, charged with swindling and larceny, was arrested in Chicago and turned over to the Rochester police. Twenty-six women claim to have married him.

Frank Thompson, city undertaker of Memphis, Tenn., was arrested in St. Louis for trafficking in human bodies for medical colleges. He confessed.

General Edward S. Hyde, of Bath, Me., died suddenly of apoplexy at the Hotel Chamberlin, Old Point.

Two Hungarians, while engaged in a fist fight on the Reading Railroad tracks, near Shamokin, Pa., were run down and killed by a train.

Rev. Dr. W. H. Polton, pastor of the First Presbyterian Church, of Bloomington, Ill., resigned to enter the Protestant Episcopal ministry.

Officers of the Merchants and Miners' Transportation Company made an inspection of the terminals at Newport News, Va. Deputy Coroner Samuel P. Salter, of Philadelphia, gave bail to answer a charge of fraud during the recent election.

Two people were killed in Kansas City, Mo., by a runaway mine-cart.

George Oake, who murdered Ambrose Caraway, near Bakersville, N. C., surrendered himself to secure half the reward offered.

Two men were killed by the wrecking of a double-headed freight train at McKees Rocks, Pennsylvania.

Orin Springs was killed and William Busby wounded in a fight on the latter's farm, near Kokomo, Ind.

Miss Lillie Reed, living near Spring Run, Pa., was so badly burned that her life is despaired of.

The oiled-out piano and organ workers in Chicago propose to start a co-operative piano factory.

John Armstrong was killed in St. Louis, Mo., and the police arrested Mrs. Rose Louvier, his cook.

Warwick J. Price, a superintendent of the Mutual Life Insurance Company, in New York, and John A. Meade were arrested on the charge of falsifying internal revenue stamps.

A grain elevator at Shenandoah Junction, filled with wheat and corn, was burned to the ground. Loss covered by insurance.

Senator Mason, of Illinois, as a Senate committee, heard statements in New York on the adulteration of beer and bread.

Lieutenant Commander Sears received orders to report to Admiral Schley on the cruiser Chicago.

SHELLED TRAIN.

BOERS DERAIL ONE OF THE FIGHTING TRAIN CARS.

IS GEN. JOUBERT DEAD?

Reports of the Fatal Wounding of the Noted Boer General, Now Confirmed—Generally Credited in London, as It Has Been Received From Many Details of the Frontiers.

Estcourt, Natal, (By Cable.)—An armored train having on board a half company of the Durban Volunteers and a half company of the Durban Fusiliers steamed to Chieveley early Thursday morning.

On its return, it was shelled by the artillery of the Boers placed in four positions. Two cars in front of the engine left the rails, toppling over. While the train was thus helpless the Boers and Durban faced the Boers in skirmishing order, and the Boers poured shot and shell into the crippled train. The derailed wagons were with great difficulty removed and the line was cleared, when the engine and tender steamed back.

During this juncture Lieut. Winston Churchill, of the Fourth Hussars, and son of Lord Randolph Churchill, displayed much courage, as did also the driver and fireman. It is feared the Durban and Durban fared badly. A Red Cross party has gone out.

Seven of the Durban have just come in, making 23 missing. Only 15 of the Durban have returned.

The naval seven-pounder, which was in front of the truck, had fired three shots when it was shattered by the Boer artillery. The armor-plating has many bullet marks, and its dome-cover is smashed, as also, is its automatic exhaust pipe and 25-ton jack-screw. The tender is also pitted with bullet marks. It is rumored that Lieutenant Churchill is a prisoner.

Fought on Foot.

Durban, Natal, (By Cable.)—The Natal Advertiser has a dispatch from Estcourt, which says:

"When part of the armored train was overturned by the Boers, tearing up rails, the British alighted and exchanged volleys with the Boers. The engine driver, when the rails were replaced, seeing the position was hopeless, steamed back to Estcourt with a few of the Durban and 15 of the Durban, including Captain Wylie, who was wounded, on the tender. The fate of the remainder of the Durban and Durban and Lieutenant Churchill is unknown."

The Natal Mercury, describing the engagement, says: "The enemy apparently opened fire with a Maxim and two nine-pounders, getting the range accurately. The fire was so severe that the telegraph wires and poles were destroyed. Their guns were posted on a kopje covered with brushwood, and their sharpshooters were hidden behind boulders. The Durban and volunteers, fighting an unequal battle, thrice drove the enemy back, but the fierceness of the rifle and big gun fire was too much for the brave little party, which was weakened at the outset by the overturning of the trucks, hurting several."

IS JOUBERT DEAD?

Reports of the Killing of the Boer General Are Not Confirmed.

London, (By Cable.)—The most startling news from the seat of war is the report of the death of Gen. Piet Joubert, the Commander-in-Chief of the Boer forces. Though the report comes from many different quarters, it obviously lacks confirmation. At the same time, many people believe the report to be well-founded, as the general's death is said to have occurred November 9, when the Boer riflemen were understood to be within 1,600 yards of Ladysmith.

As severe fighting between the British and the Boers the same day has been reported, it is credited in some quarters as quite possible that General Joubert, always noted for his personal courage and coolness, may have come to America to inspect in a personal reconnaissance of the British position.

SCHLEY BANQUETED.

Gen. Lee Also a Guest of Philadelphia Clover Club.

Philadelphia, Pa., (Special.)—Rear-Admiral Schley was given a dinner by the Clover Club, prior to his departure as commander of the South Atlantic Squadron for South African waters.

Among other guests were Captain Clark, formerly of the battleship Oregon, who was with Schley in the great naval battle off Santiago, and Gen. Fitzhugh Lee, who is now on a visit to this city. For the first time a woman appeared at a Clover Club dinner. Miss Emma Nevada, the distinguished operatic singer, was introduced to the diners and shook hands with the guest of honor. She favored the club by singing "America," in which she was joined by the entire assemblage, Admiral Schley leading.

CONGRESSMAN SETTLE DEAD.

He Defeated W. C. F. Breckinridge for Congress in 1896.

Frankfort, Ky., (Special.)—Congressman Evan E. Settle, Democrat, representing the Seventy Kentucky district, died suddenly at Owenot of heart disease.

Congressman Settle was a prominent lawyer of Owenot, Ky. He was born at Frankfort, Ky., in 1844, and was a graduate of the Louisville High School. He was admitted to the bar in 1870, and has since practiced law at Owenot. Mr. Settle was county attorney of Owen county and a member of the Kentucky Legislature. He was elected to Congress in 1896, defeating W. C. F. Breckinridge, the Fusion candidate of Republicans and Gold Democrats.

FALL OF AN AEROLITE.

It Partially Wrecks a House and Causes a Panic.

Crescent, Ill., (Special.)—By the falling of an aerolite, seven miles south of Crescent City, the residence of John Meyers was partly wrecked and the neighborhood was panic-stricken. The meteor came from a point in the sky a little east of south, and struck the north end of the house, tearing away a part of the upper story. The aerolite buried itself in the ground about three feet from the foundation of the house.

Commercial Treaty with France.

Paris, (By Cable.)—The Customs Committee of the Chamber of Deputies met and resolved to invite the Minister of Commerce to present to the Chamber at the earliest possible moment the terms of a commercial treaty between France and the United States, the terms of which are only known through their publication abroad.

Earthquake Causes a Panic.

Verona, Italy, (By Cable.)—There was a short but very sharp earthquake here. It threw the inhabitants of the town into a panic.

A Trucker's Suicide.

Norfolk, Va., (Special.)—H. W. Williams, a prominent trucker of Norfolk county, committed suicide by hanging himself. He leaves a widow and seven children. His health is supposed to have unbalanced his mind.

A Norfolk Bay Killed.

Norfolk, Va., (Special.)—Clarence L. Snyder, a youth of this city, was shot and instantly killed while hunting in company with another boy, about 10 miles from the city. Magistrate Fleming, on whose farm the tragedy occurred, and two other persons were arrested.

HARD AT WORK.

Mr. Henderson Arranging the Committees of the Next House.

Washington, (Special.)—Speaker-elect Henderson is busy with his committees. There are to be five important changes, but there are enough good vacancies on all the big committees to cause members of the next House to dook to Mr. Henderson's rooms all day.

Mr. Hepburn, of Iowa, has announced that he will take up the task of reforming the present method by which the Speaker has sole power to appoint the committees. He prefers the Senate system, by which a committee of each party selects the committee appointments of its own party. Mr. Hepburn is doubtless quite right in his conviction that the right to appoint the committees makes the Speaker too powerful, but it is hardly likely that his reform will be adopted this year. Eventually, it is bound to come.

At present the Speaker can absolutely kill a member politically by a fatal committee assignment. In the Fifty-first House a member from Indiana of the name of Cheadle irritated Speaker Reed by opposing the election of the caucus nominee for chaplain of the House. Mr. Reed appointed Cheadle the last man on the Committee on Revolutionary War Claims—the only committee assignment he received. The House burst into a roar of laughter when the appointment was read, and Mr. Cheadle, in a fit of passion, sprang to his feet and resigned from the committee. Mr. Reed gravely accepted the resignation, but never gave Cheadle another place, so that Mr. Cheadle was the only man in Congress who served on no committee. Mr. Reed never saw him when he rose to make a motion. The result was that Cheadle was overwhelmed in the House for recommitment and when last heard of, he had become a Vol. 1st-Democrat in the campaign of '90. Mr. Reed had killed him politically.

On the other hand, some men rise superior to their committee assignment. In the Forty-sixth Congress, Speaker Randall undertook to punish Mr. Springer, of Illinois, with whom he had a difficulty, and, though the Illinois man was serving his third term, he appointed him to the Department of Justice in a purely nominal committee. Instead of permitting himself to be buried, Mr. Springer amazed the world one day by unearthing a gigantic system of frauds which the United States marshals had been perpetrating for years in their accounts of fees received. A great investigation followed, which was the sensation of that Congress. Mr. Springer had carefully prepared himself, as the result of his testimony, hundreds of suits were entered against marshals to restore fees illegally retained. The case finally went up to the Supreme Court of the United States, and Congress, to reward Mr. Springer, appointed him a special representative of the government to plead its cause in the Supreme Court, and voted him \$10,000 a year for legal services, so long as the case was pending. Mr. Springer won the suit and national reputation, and has since become one of the foremost statesmen in his party.

STEEL PALACE.

Will be the Home of the Crown Prince of Japan in Tokyo.

Chicago, (Special.)—Chicago engineers are designing the earthquake-proof steel palace for the Crown Prince of Japan, which is to mark the advent of American steel construction in the Mikado's land, and the Imperial government has appropriated \$3,000,000 for its erection. Foundations are being laid with a view to raising the framework in February. Around the skeleton of beams and iron will be built a house of granite and marble expected to surpass in beauty of design anything the Orient has ever known. The palace will adjoin the royal home of the Mikado in Tokyo, and it will spread to a height of sixty feet. The architectural plans partake of the French renaissance.

Dr. T. Katsuhama, chief architect of the Imperial household department of Japan, who came to America to inspect the plans for the new palace, has commissioned E. C. and R. M. Shankland, of Chicago, who designed the construction of the Manufacturers Building at the World's Fair, to prepare framework plans.

Still another Chicago engineer, Charles M. Wilkes, was called upon to map out an elaborate heating and ventilating plant. In addition to these, American brasils will also contribute an ice manufacturing and electric light system.

Steel construction, with its rigid elasticity, is expected to revolutionize the building industry in the Mikado's land, where earthquakes have on several occasions played havoc with structures supposedly solid. The new palace will rest on four hundred deep-anchored steel columns, imbedded in concrete piers, and the constructing engineers say the magnificent pile will resist all shocks.

Part of the palace will be devoted to government offices.

The steel will be supplied by the Carnegie Company, of Pittsburgh.

GRADE IMPROVEMENTS.

The B. & O. Will Have All the Heavy Work Completed by Spring.

The work of cutting down the grades on the Chicago division of the Baltimore and Ohio Railroad will be begun at once, and most of the heavy work will have been completed by spring. The general plan of Baltimore and Ohio is to improve the grade from Chicago to Baltimore, except over the mountains where helping engines have to be used.

The Chicago division work includes reductions between Tiffin, O., and Attles, where a 28-foot grade will be reduced to 18 feet. About 350,000 cubic yards will be excavated. Loss & Co., of Chicago, have the contract.

At Tegenard, Ind., there are 175,000 cubic yards to be removed to reduce the grade from 25 to 16 feet. Loss & Co. also having this contract. Between Garrett and Ripley, Ind., there will be a relocation of the line for seven miles, reducing a 26-foot grade to 16 feet, both east and west bound.

These reductions will cost about \$300,000, but will allow an increase of nearly 30 per cent. in train loading when they are completed.

BRUTAL WHITECAPS IN OHIO.

Bellefontaine, Ohio, (Special.)—There was a riot in the West Liberty whitecap attack, when a mob from that place tore down the iverly barn of Edward Jackson, and turned the horses loose. Jackson was one of the trio, consisting of two colored men and a white woman—Jackson's daughter-in-law, who were taken from the jail at West Liberty early Saturday morning by a mob, and tarred and feathered, and run out of town. The trio came to this city, where Nell Jackson, who was severely beaten, is in a critical condition, the result of internal injuries. Jackson is nearly blind from vitriol thrown in his eyes.

FATAL FIGHT ON A BOAT.

In the Struggle Two Captains Go Overboard and One is Drowned.

Belfast, Me., (Special.)—As the result of a fight on board a fishing smack in the harbor, Capt. Elbridge Rolinson, of Belfast, is dead by drowning, and the crew of the vessel, a member of the smack, is suffering from wounds and exposure. Captain Dalley, who gave himself up to the police, says that Rolinson came aboard his boat drunk, and made a vicious attack upon him. In the struggle which followed both men were precipitated into the water. Dalley succeeded in breaking Rolinson's head upon him and reaching his boat again, although nearly exhausted.

CRUISER WRECKED.

THE CHARLESTON STRIKES A REEF OFF THE COAST OF LUZON.

ALL ON BOARD ARE SAVED.

She is a Large Vessel and Was the First One Sent to Admiral Dewey's Relief After the Battle of Manila—Catastrophe Occurred on Tuesday, November the Seventh—Ship and Officers.

Manila, (By Cable.)—The United States cruiser Charleston, which had been patrolling the northern coast of Luzon, was wrecked on a reef off the northwest coast on Tuesday, November 7.

All on board were saved.

Assignment of the Charleston.

Washington, (Special.)—The Charleston has been in Asiatic waters more than a year. She was one of the first vessels to be sent to Manila after the destruction of the Spanish fleet by Admiral Dewey, the Navy Department utilizing her for the purpose of sending ammunition and other supplies for the Asiatic station.

Just previous to her assignment to that duty she had undergone an overhauling at the Mare Island Navy Yard, San Francisco, and, therefore, was in prime condition for sea duties.

The Charleston is one of the vessels of more recent construction, and belongs to that class which is commonly referred to as the "new Navy." She has a full complement of officers and crew. The naval register issued at the beginning of the present year gives as her commander Capt. William H. Whiting and her lieutenant-commander Gottfried Blockinger.

Assistant Secretary Allen is acting Secretary during the absence of Secretary Long. It was stated at his hotel that no messages had been received by him during the night.

Captain and Crew.

Washington, (Special.)—The following are the officers of the Charleston as given in the Navy Department's list of July 3, 1899: Capt. George W. Piggan, commanding.

Lieut.-Com. J. A. Aldrich, second in command. Lieut.-Com. Thomas B. Howard. Lieut.-Com. William N. Little. Lieut. William Brunnerreuther. Lieut. Louis S. Van Dusen. Lieutenants, junior grade, Lay. H. Everhart, Dewitt Blomer and Waldo Evans.

Ensigns, Ivan C. Wettenag, Albert W. Marshall and James B. Henry, Jr. Naval Cadets—Edward T. Conzatti, Charles E. Fisher, Charles E. Moran, James S. Matthews, Frank O. Branch and Charles B. Hatch; surgeon Charles Thibbitt, Assistant Surgeon Edward V. Armstrong, Passed Assistant Paymaster Zeb W. Reynolds, Captain of Marines Melville J. Shaw, Boatwain Dominick Glynn, Gunner Joseph B. Ward and Acting Carpenter John H. Gill.

The Lost Warship.

The Charleston was a protected cruiser, authorized in 1885 and built by the Union Iron Works, at San Francisco, from plans bought from the famous Armstrong Works, but much changed in actual use. The keel was laid January 20, 1887, launched July 19, 1888, and first placed in commission December 26, 1889. Her dimensions were: Length, 312 feet; breadth, 46 feet; draught, over 18 feet; displacement, 3,730 tons. The Charleston was driven by twin-screw, horizontal, being the last of this type built, the vertical engine having entirely replaced it. She had compound engines of 6,600 indicated horsepower and a speed of 18.2 knots (30.35 miles) an hour. She was armed with two eight-inch guns, one forward and the other aft, and six six-inch breech-loading rifles in broadside; secondary battery, two one-pounder rapid-fire guns, six machine guns and one field gun. She had a protective deck three inches on slopes and two inches thick on flat.

The complement of the Charleston was 230 officers and 236 men. Her service was entirely on the Pacific Coast until she was ordered to Manila.

LIKE AN EARTHQUAKE.

Terrific Explosion of Nitro-Glycerine Magazine in Ohio.

Tiffin, O., (Special.)—A magazine used by the Bradford Nitro-glycerine factory to store the explosive, located two and a-half miles east of Gibsonburg, exploded. The shock was heard at towns within a radius of forty miles, and the effect of the explosion in the immediate neighborhood was terrific. The magazine is located in the woods a quarter of a mile from any dwelling, and this alone prevented terrible loss of life.

Benjamin Card, driver of a stock wagon, being the last of this type built, the vertical engine having entirely replaced it. She had compound engines of 6,600 indicated horsepower and a speed of 18.2 knots (30.35 miles) an hour. She was armed with two eight-inch guns, one forward and the other aft, and six six-inch breech-loading rifles in broadside; secondary battery, two one-pounder rapid-fire guns, six machine guns and one field gun. She had a protective deck three inches on slopes and two inches thick on flat.

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